

INTRODUCTION

Transportation benefits us all. We are dependent on the transportation system to access friends and family, goods and services, and information and activities. In California, transportation means much more than the roadway system. It is also transit, bicycle and pedestrian facilities, railways, airports, seaports and spaceports, pipelines, vehicles, and communication facilities. This complex network serves many purposes, from getting our kids to school to moving our goods to market.

Transportation influences the shape of our communities. When walking was the primary mode of transportation, our communities were very compact. As transportation evolved to horse, river, canal, and rail modes, communities expanded. The advent of automobiles and air travel allowed even greater freedom and independence and communities developed accordingly. The ongoing evolution of the transportation system will continue to influence California's communities and activities in the future.

The system of the future must provide people with safe, reliable, and affordable transportation options. People should be able to commute easily and safely by foot, bicycle, or public transit, as well as by automobile. Transportation modes must provide access for people and goods to all areas of the State, nation, and the world. The system must be interconnected, allowing travelers and goods to transfer easily between transportation facilities and modes.

Just as business makes itself less vulnerable and more responsive to market demand by having a variety of suppliers, California's mobility must rely on a variety of transportation options and strategies. This plan provides goals, policies, and strategies to achieve a balanced, safe transportation system that increases mobility and accessibility, while strongly supporting a growing economy and healthy environment, and providing equitable opportunities for all Californians.

PURPOSE OF THE CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan 2025 (CTP) is a policy plan designed to guide transportation investments and decisions at all levels of government and by the private sector to enhance our economy, support our communities, and safeguard our environment for the benefit of all. It is consistent with and supports the findings of the California Commission on Building for the 21st Century's report *Invest for California, Strategic Planning for California's Future Prosperity and Quality of Life*, the Speaker of the Assembly's Commission on Regionalism's report *New California Dream, Regional Solutions for 21st Century Challenges*, the Global Gateways Development Program, and the *Goods Movement Action Plan - Phase I: Foundations* developed

by the Business, Transportation and Housing Agency (BTH) and the California Environmental Protection Agency, in partnership with transportation and goods movement industry representatives and stakeholders.

This document provides a vision for California's transportation system and explores major trends that will likely influence travel behavior and transportation decisions over the next 20-plus years. In the context of these future trends and challenges, it then provides goals, policies, and strategies to reach the vision.

Developing a statewide long-term transportation plan is an ongoing effort. The last CTP was developed in 1993 and updated in 1998 by the *Statewide Goods Movement Strategy*, the *Transportation System Performance Measures Report*, and the *Study of the Role of the State in Mass Transportation*. While the CTP 2025 incorporates strategies contained in the 1993 CTP and the 1998 updates, as appropriate, it also reflects the changing transportation environment. Most notably, the CTP reflects the shift in transportation planning and project selection responsibilities resulting from Senate Bill 45 (Chapter 622, Statutes of 1997).

SB 45 had significant impacts on the regional transportation planning and programming process. The statute delegated major planning decisions to the regional transportation planning agencies (RTPAs) requiring them to take a more active role in selecting and programming transportation projects and encouraged more decision-making through partnerships among stakeholders. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities; and required the development and implementation of transportation system performance measures.

State law and the California Transportation Commission (CTC) require metropolitan regional planning agencies to adopt a 20-year regional transportation plan (RTP) every three years, and rural agencies to adopt an RTP every four years (**see Appendix IX**). The CTP is developed in consultation with the State's 44 RTPAs and will provide guidance for developing future regional transportation plans.

Additionally, the CTP considers the findings and recommendations of numerous other focused transportation plans such as the California Aviation System Plan, Interregional Transportation Strategic Plan, Intelligent Transportation System strategic deployment plans, California State Rail Plan, High-Speed Rail Plan, Amtrak's California Passenger Rail System 20-Year Improvement Plan, California Blueprint for Bicycling and Walking, and the Ten-Year State Highway Operation and Protection Plan.

VISION FOR CALIFORNIA'S TRANSPORTATION SYSTEM

California faces many challenges and opportunities, including protecting our sensitive agricultural lands and natural environment while preserving our economic prosperity, and providing access to opportunities and a desirable quality of life for our rapidly growing population. Decisions must be made today to responsibly meet the transportation demands of the future.